Reduction of rail freight targets

1581. SHRI SURESH PACHOURI: Will the Minsiter of RAILWAYS be pleased to state:

(a) whether the Railways have lowered the freight targets at Revised Estimate stage during the last four years;

(b) if not, the targets set for freight earning at BE and RE stage during the last four years; and

(c) if the freight targets have been lowered, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) Does not arise.

(c) The freight projections had to be revised downwards considering the actual offer of traffic in the initial months of the year, potential for the balance period and available resources.

Safety record of South Central Railway

1582. SHRI V. HANUMANTHA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that South Central Railway had the worst safety record in 1995-96;

(b) the reasons for such frequent derailments;

(c) whether any special study been done in this regard; and

(d) if so, whether any steps have been taken for improving the safety record of the South Central Railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir. The number of consequential train accidents has come down from 57 during 1993-94 to 50 during 1994-95 and to 41 during 1995-96.

(b) Derailments were due to human failure, equipment failure, sabotage, etc.

(c) No, Sir.

(d) A statement is attached.

Statement

Regarding Safety Record of South Central Railway

Some of the measures taken to improve safety and prevent accidents are as under:—

(i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.

(ii) Modification of the signalling circuitry is being carried out to minimise chances of human error in causing accidents.

(iii) Auxiliary Warning System for giving advance warning about 'Signal at Danger' to the driver of the running train has been commissioned on Bombay suburban sections.

(iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

(v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometres are being progressively used.

(vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(vii) To prevent cases of cold breackage of axles, ROH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.

(viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

(ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.